

The positive outcome for major airlines looks very promising as compared to charter companies and other small companies operating business jets with limited cockpit technology. Most majors already have TCAS II installed and certified for use while many other small privately owned charter companies will have to dish out tens and thousands of dollars to make money in the future. While national economy is of more importance we must not forget the small people as they too have much to contribute.

On the other hand I do agree with the proposed rule of RVSM as it will put money into the US economy and increase consumer confidence. Secondly many of us live through congested highways each day of our lives and to have the airspace congested as well would not only be problematic but very dangerous. Airlines grow each year in size while the airspace minimums remain the same. This just does not add up. Air-to-Air collisions are just a matter of time. Take a look at what happened last week in Europe where a DHL cargo aircraft flew into a Russian private jet killing all on board. Chances are increasing that it may occur again. So whether or not a company has the technology or not does not matter. Human lives are at stake and the only solution to prevent future loss of life and property is to make our Airspace System more efficient NOW is through RVSM.